

Property Name: Frederick & Pennsylvania Line Railroad Culvert
Address: Northeast of Frederick, South of Route 26
City: Frederick **Zip Code:** 21701
USGS Quadrangle(s): Frederick
Property Owner: MTA **Tax Account ID Number:** _____
Tax Map Parcel Number(s): _____ **Tax Map Number:** _____
Project: Frederick Rail Culvert Evaluation **Agency:** MTA
Agency Prepared By: AECOM, Inc.
Preparer's Name: Alan Tabachnick **Date Prepared:** 04/16/2009
Documentation Is Presented In: Frederick Railroad Culvert Technical Memorandum (AECOM 2009)
Preparer's Eligibility Recommendation: _____ **Eligibility Recommended** X **Eligibility Not Recommended**
Criteria: **A** **B** **C** **D** **Considerations:** **A** **B** **C** **D** **E** **F** **G**
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ **Eligible:** **Yes** **Listed:** **Yes**
Site Visit by MHT Staff: **Yes** **No** **Name:** _____ **Date:** _____

NR-ELIGIBILITY REVIEW FORM**F-3-248****Frederick & Pennsylvania Line Railroad Culvert****Page 2**

reinforcing brownstone facing on one of the arches. The culvert does not possess any outstanding engineering features. The portion of the railroad adjacent to the culvert retains integrity, with railroad berm, ties, and tracks in place. The railroad is intact south of the culvert down into Frederick, but to the north it has been impacted by the construction of Route 26. The railroad then continues northward, north of Route 26. The culvert may be considered a contributing element to the Frederick Division of the Pennsylvania Railroad, as the company took control of the line only a few years after its completion. The eligibility of the rail line as a linear resource can not be evaluated at this time since only a small portion of the line has been surveyed, adjacent to the culvert. The portion of the rail line north of the culvert has lost integrity due to modern road construction, while the portion south of the culvert retains integrity. Historically, this line played an important role in the development of freight and passenger travel from Frederick to points north from the 1870s through the mid 20th century.

MARYLAND HISTORICAL TRUST REVIEW**Eligibility Recommended:** ☐**Eligibility Not Recommended:** ☐**Criteria:** ☐ A ☐ B ☐ C ☐ D**Considerations:** ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments: The Frederick & Pennsylvania Line Railroad (also known as the Pennsylvania Railroad Frederick Secondary) was determined not eligible for listing in the National Register on 01/10/2008. See MIHP No. F-3-237.

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

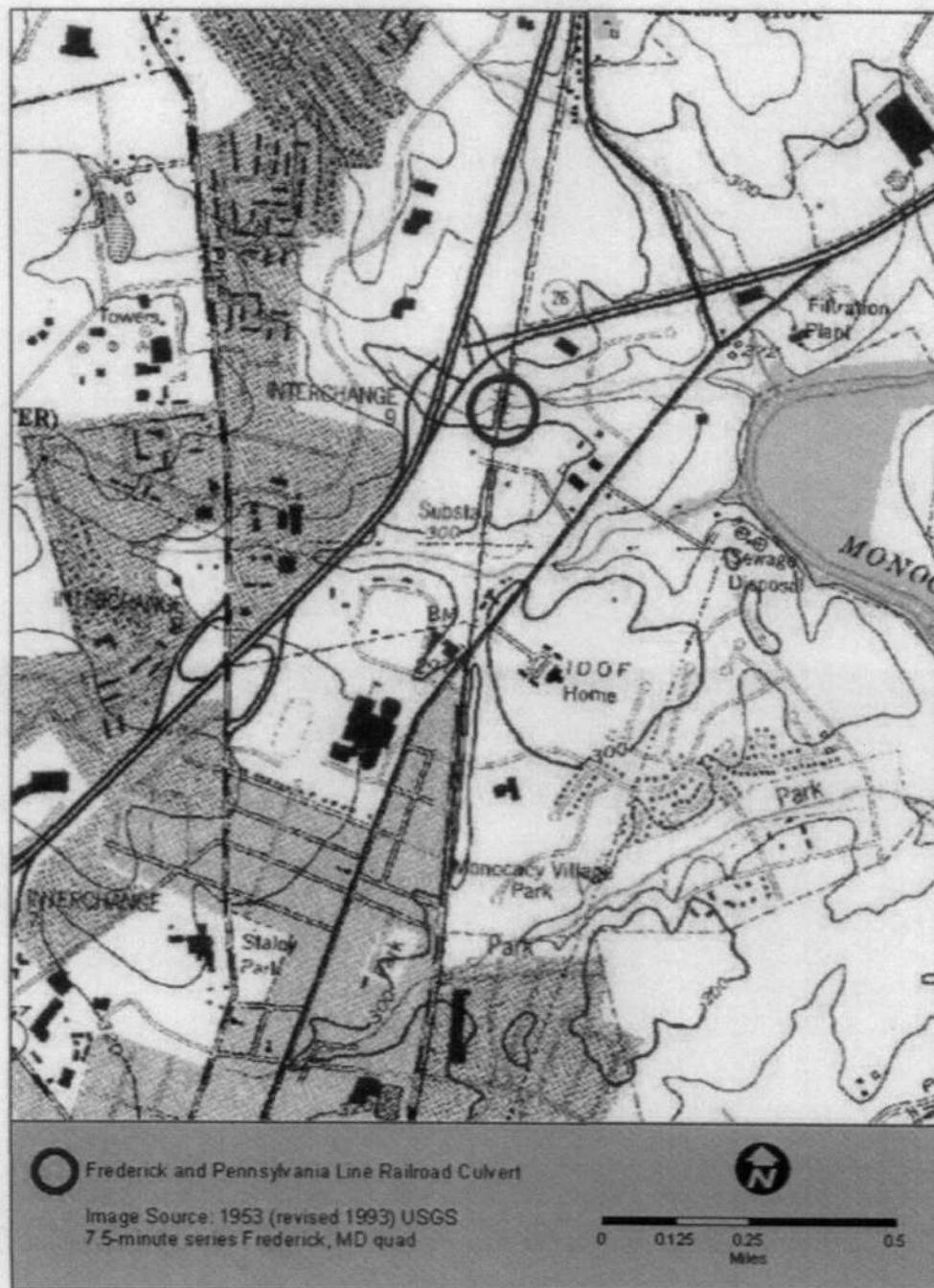


Figure 1. Project Location Map



Photograph 1: View Looking North across the Top of Culvert 67.18



Photograph 2: View Looking South across the Top of Culvert 67.18

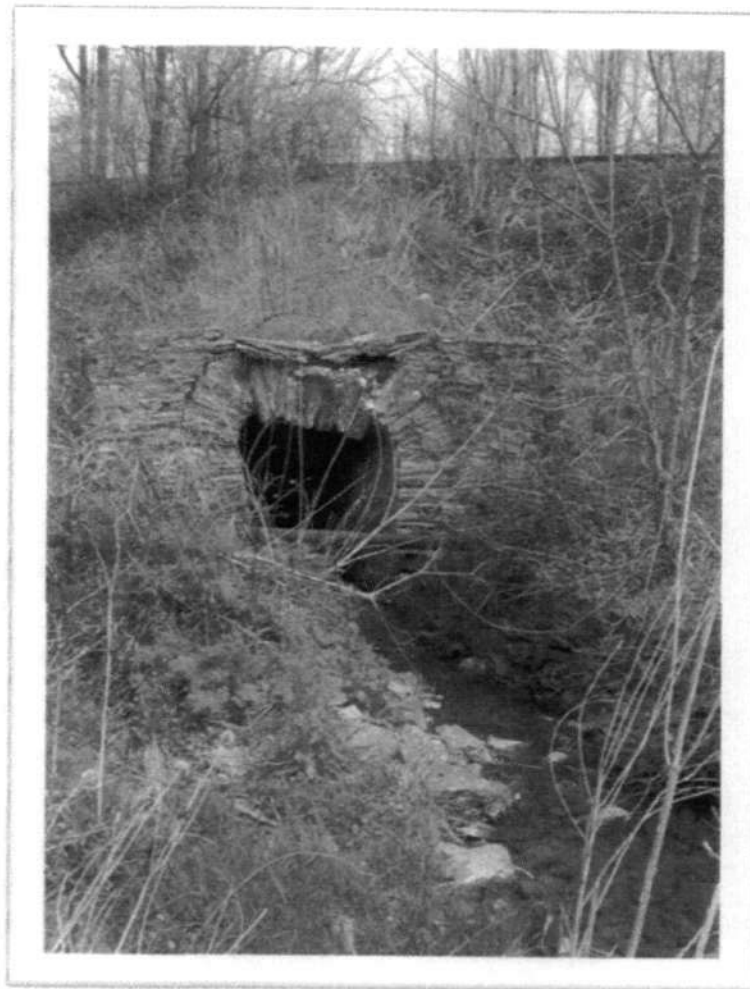


Photograph 3: View Showing the West Elevation of Culvert 67.18



Photograph 4: View of North End or Side of the West Elevation of Culvert 67.18

F-3-248



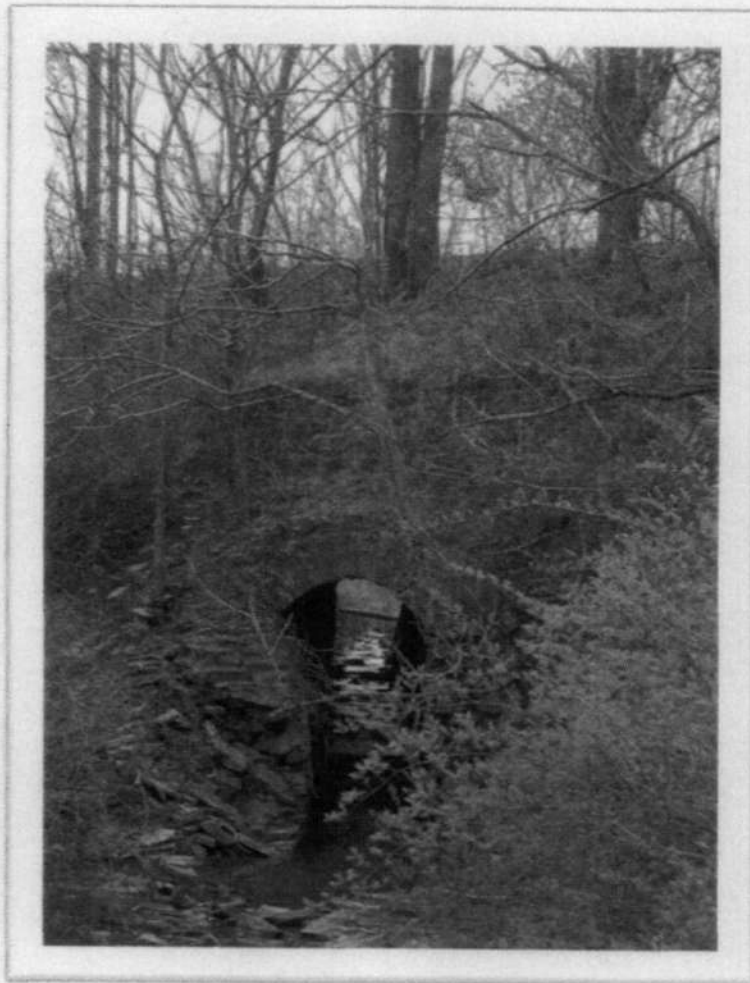
Photograph 5: Vertical View of West Elevation of Culvert 67.18

F-3-248



Photograph 6: East Elevation of Culvert 67.18

F-3-248



Photograph 7: Vertical View of the East Elevation of Culvert 67.18



Figure 8: Close-up View Showing Failed Arch on the West Elevation of Culvert 67.18

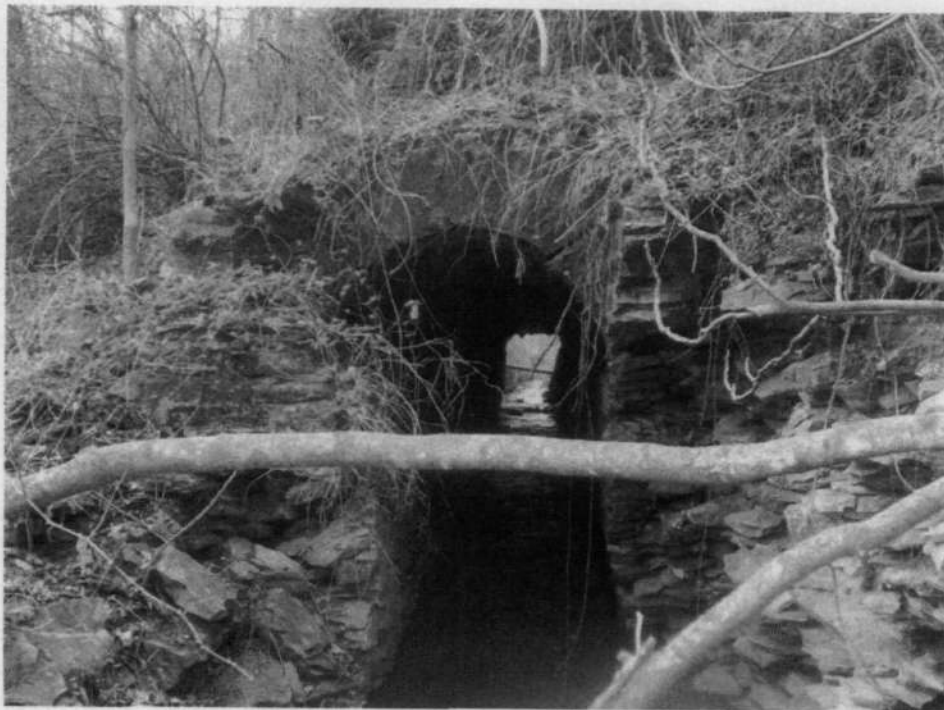


Figure 9: Close-up View Showing Repaired Arch on the East Elevation of Culvert 67.18



Figure 10: View of Relay Cabinet and Battery Box for Former Crossing (now removed) of MD Route 26/Liberty Pike immediately North of Culvert 67.18 on the South Side of MD Route 26